

INTELLOFAM 29
COUNTRY

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Approved For Release 2006/08/08 : CIA-RDP82-00457R012200330009-5
Germany (Soviet Zone)
REPORT NO.

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25X1 TOPIC Wittstock Airfield

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DATE PREPARED 7 May 1952

PAGES 5 ENCLOSURES (NO. & TYPE)

REMARKS

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1. On 2 April 1952, individual MiG-15s were observed flying, some of them at high altitudes. In the morning and in the night of 3 April, there was individual flying by MiG-15s at Wittstock airfield. On 4 April, flying was practiced by jet aircraft until about 11 p.m. Flying by MiG-15s on 5 April included a formation of eight MiG-15s fitted with a stream lined object under each wing.

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4. On 1 April, 22 MiG-15s and 2 U-2s were parked at the western border of the field. On 2 April, there was no flying between 9 and 10 a.m. No aircraft were parked on the field. Night flying practiced by MiG-15s until 10:30 p.m. during clear weather included take-offs at 9:10, 9:40 and 10:10 p.m. and a landing at 10:05 p.m. Between 9 and 11:10 p.m. on 3 April, there was flying by individual jet aircraft. Each aircraft flew for about 20 minutes. The sky was cloudless, and the runway lights were switched on.

5. A Ketsch office had moved into the cantonment buildings located in the southwestern portion of the barracks area. The headquarters of this unit was stationed in the temporary buildings near the hospital. Three officers with black collar patches and about 45 EM wearing black epaulets were seen. Rail shipments of furniture arrived for this unit.

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6. A Ketsch unit from Gera arrived at Wittstock airfield. It was a technical

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construction office, probably responsible for Ketsch units and Bauunion offices working for the Soviet Army and Soviet Air Force. Members of the units stated that a transfer to Neuruppin was first planned, but that this plan could not be carried out for the lack of space there. On 8 March, two trains with furniture for the unit arrived at the airfield. Additional trains with furniture arrived on 18 and 19 March. The unit consisted of the staff composed of a technical office and bookkeeping section, and 40 to 50 EM wearing black epaulets. The personnel of the staff included the commanding officer, a major with black collar patches and silver epaulets whose first name was Vasya, Captain Shogolev (fnu) technical officer and instructor of the unit who also wore black collar patches and silver epaulets, and Second Lieutenant Baran (fnu), wearing golden epaulets and black collar patches who was in charge of the German personnel. On 1 April, Captain Khileiov (fnu) and two lieutenants were transferred from Gera to this unit. They wore uniforms with red pipings and red collar patches. Their epaulets had a Soviet Star with a silver half moon next to it. Russian women working for the unit included four technical draftswomen, two engineers and one cashier in the technical bureau; one woman in the mail office and 7 women in the bookkeeping section.

7. [redacted] German drivers who had arrived with the unit returned to Gera on 1 April. New German personnel hired at Wittstock included six drivers, three night watchmen, one locksmith, one man in charge of the motor pool, one man in charge of the storeroom and a charwoman. The headquarters had moved into a temporary building, the second from the west, which was near the hospital. Cantonment buildings occupied by the unit in the western portion of the barracks installations included the EM quarters, two storerooms for furniture, wall paper, paints etc, and one motor vehicle workshop. Technical training courses were held by Captain Shogolev (fnu) daily from 9 a.m. to 1 p.m. and in the afternoon from 4 p.m. The unit was not yet at full strength because there was a lack of quarters. Block No 6 formerly used by a student company was being reconstructed for the unit. Between 3 and 5 April, 50 iron beds were trucked to Wittstock to be repaired. The beds were to be issued to the unit. Other trucks went to Potsdam, Teltow, Werder, Guesstrow and Gera. [redacted]

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[redacted] Lieutenant (Air Force) Kunitsin (fnu) who was technical officer at the field wore silver epaulets and was frequently seen with the staff. **

8. At 12:30 p.m. on 5 April, a formation of six swept-back jet fighters flew from Wittstock airfield in the direction of Schweinrich troop training ground. The visibility was good, and there was a cloud base at 700 meters. There was no flying between 1 and 5 p.m. About 23 jet fighters were observed at the field. The open hangars were empty. Two radio trucks were parked at the eastern end of the runway. [redacted]

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[REDACTED] This confirms the transfer of the unit from Gera to Wittstock. If correct, the activities of the unit indicate that a subsection of the Potsdam central construction office is concerned. For location of the various

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*** [REDACTED] Comment. [REDACTED] Wittstock airfield is still occupied by a fighter regiment and a fighter corps headquarters. The number of aircraft observed during the past months varied between 22 and 27. The number of MiG-15s actually stationed at the field was not determined.

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